

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO.

COUNTRY East Germany
 SUBJECT Railroad Construction Projects
 PLACE ACQUIRED
 DATE OF INFO.

DATE DISTR. 29 March 1955

NO. OF PAGES **4 5**

NO. OF ENCLS. (LISTED BELOW) 50X1-HUM

SUPPLEMENT TO REPORT NO.

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the execution of the following railroad construction projects was planned for 1954: 50X1-HUM

Project	Cost of Project (in Million Eastmarks)
Manufacture of 500 type 00 cars ¹	about 17 1
Manufacture of 300 type GGs cars	" 10 1
Manufacture of 50 steam locomotives ²	" 21 2
Manufacture of 6 experimental steam locomotives (presumably coal-dust firing locomotives)	" 4 2
Reconditioning of 347 passenger cars	" 10.5 1
Improvement of Leipzig railroad station	" 3
Reconditioning of permanent way	" 51
Berlin Circuit, 3rd construction stage (Birkenwerder - Wustermark railroad line) ³	" 20 3
Karow - Wuhlheide railroad line ⁴	" 5 4
Rerouting of S-Bahn line at Strausberg ⁵	" 2 5
Halle - Magdeburg railroad line ⁶	" 3 6
Oebisfelde check point ⁷	" 8 7
Dispatch installations ⁸	" 9 8
Bfandenburg railroad power station	14 9
Electrification program ⁹	" 36
Railroad technical school at Dresden	8.5
Railroad technical school at Erfurt	4.8
Tunnel at Leipzig main railroad station	" 2
Concrete works at Rethwisch ¹⁰	" 1 10

2. A total of about 460 million eastmarks is to be invested in 1955. In detail this sum is to be spent as follows:

a. Main Installations 465,852,000 eastmarks including:

Rolling stock	about 96 million eastmarks
Replacement of rails and ties	" 53 "
Improvement of line capacity	" 59 "

50X1-HUM

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SECRET

- 2 -

Electric installations	About	40 million	eastman s
Safety	"	13	"
Signal communication plants	"	16	"
Railroad stations	"	32	"
Miscellaneous	"	12	"

b. Auxiliary Installations 13,265,000 eastmarks

(Social welfare, health, cultural, affairs, sport, etc.)

c. Reserve 20,892,000 eastmarks 11

3. In late October 1954, it was learned that the single-track Wriezen-Jaedicke railroad line which crosses the Oder River and which was dismantled at the end of the war will be rebuilt. RBD Berlin will be in charge of the Wriezen - Alt Ruednitz section which included the railroad bridge over the Oder River, the roadbed was still essentially intact on this stretch but the bridge must be completely rebuilt. The bridge which will have to be 350 meters long, is scheduled to be rebuilt as a steel structure resting on concrete piers. Concreting work on the bridge had been under way for some time, but track laying work had begun only recently. It was expected that the Wriezen - Alt Ruednitz section of the railroad line including the railroad bridge would be completed in about the spring of 1955. No information was available on construction work on the Polish section of the line involved.¹²

4. The single-track elevated railroad line between Berlin and Bernau is to be double-tracked between Pankow and Blankenburg in 1955. [REDACTED] already been made. The project will be [REDACTED] operate on this line section every 10 [REDACTED] [REDACTED] only operate every 40 minutes between Blankenburg - Schoenhauser Allee - Ostkreuz and Stadtbahn, and every 20 minutes between Blankenburg - Gesundbrunnen and Stadtbahn. The construction of a second track between Blankenburg and Pankow would make it possible to have trains operate between these two places every 5 minutes.¹³

5. Work on the electrification of the Berlin railroad circuit between Blankenburg and Oranienburg via Birkenwerder is scheduled to begin soon. The execution of this work will make it possible to reach Oranienburg via the elevated train system without touching the Western sectors of the city.¹⁴

6. Work on the enlargement of the Wuhlheide marshalling yard is making slow progress. A total of 40 tracks had been laid by late October 1954.¹⁵

7. Only technical work is planned in 1955 in connection with the electrification of the new elevated train line leading to Strausberg. No reconstruction work is planned for the time being at Reichsbahnhof Strausberg railroad station. This indicates that only electric shuttle traffic will be possible between Reichsbahnhof Strausberg and Strausberg-Nord railroad station in 1955.⁵

8. A sum of 20 million eastmarks has been made available for the completion in 1955 of the Nordring Berlin near Wustermark. This project involves the construction of single-track rail links to adjoining railroad lines and the construction of an underpass at the junction of the Nordring with the Berlin - Stendal railroad line. This underpass will be constructed between the Wustermark marshalling yard and the canal near Wustermark-Ort. The new single-track links will establish connections with the Wildpark - Stendal/Nauen railroad lines.

The line leading to Stendal;
the line to the marshalling yard;
to Wildpark and the marshalling yard.³

A crossing loop establishing a connection to the Berlin - Velten railroad line will also be built north of the Hennigsdorf railroad station.

SECRET

SECRET

50X1-HUM

- 3 -

9. Highway No 4 which runs from Berlin to Hamburg will be lowered 70 centimeters at the level crossing with the railroad line coming from Wilmersdorf. The building of a railroad overpass at this crossing is planned for 1955.

50X1-HUM

10. In late October 1954, work on the double-tracking of the Leipzig - Grosskorbetha railroad line was discontinued for lack of spring rail-spike¹⁶.

11. In early November 1954, it was observed that concreting work on the piers of the railroad bridge over the Oder River near Neuriednitz was being accelerated. The actual bridge is scheduled to be brought into position before the beginning of the frost period. The superstructure of the bridge was dismantled at the railroad bridge previously available at the Bornholmer-Strasse elevated railroad station. Bridge construction work is executed by Bauunion Waren. On the Polish side of the bridge, the railroad tracks had already been laid, but they were still missing on its German side.¹²

12. On 19 October 1954, a delegation of VEB Energie - Projektierung (Designs Bureau for the Power Industry) inspected a railroad power station at Muldenstein. It was observed that four boilers were in operation. An enlargement of the power station was planned and preliminary designs for this project were to be submitted by 10 December 1954. The power station is to be rebuilt in its previous form. Part of the machinery of the power station which had been returned from the USSR was still piled up along the railroad line. It appeared that much of the machinery was greatly damaged.¹³

50X1-HUM

Comment. Type 00 and 0G cars are four- or multi-axle grain cars or boxcars with a minimum load capacity of 30 tons. The letter "G" following the type designation letters indicates that these cars may be attached to fast trains. 00 and 0G type cars are mainly built for the transportation of grain and ore imported from the USSR. The manufacture of 100 0G type cars was envisaged in the 1954 Economic Plan. This plan also included the repair of 200 passenger cars and the construction of 50 new passenger cars. It is unknown whether this plan could be fulfilled or not.

1. Comment. No new standard-gauge steam locomotives have been built for the GDR Railroad Administration since the end of the war. Two locomotives had been planned to be built in 1954. the following numbers of locomotives were scheduled to be built between 1955 and 1960:

1955	100 locomotives
1956	200 "
1957	200 "
1958	223 "
1959	250 "
1960	300 "

50X1-HUM

50X1-HUM

50X1-HUM

3. Comment. The Nordwestring Berlin, the line between Birkensee and Brieselang, was to be extended as far as Wustermark in 1954 and 1955. At Wustermark, the Nordwestring was to be connected to the railroad lines previously existing in this area (Wustermark Kreuz). The construction of the so-called Westring, which was to close the southern gap in the Berlin railroad circuit was delayed indefinitely.

50X1-HUM

SECRET

SECRET

50X1-HUM

- 4 -

50X1-HUM

4. Comment. This item refers to the construction of a second track on this section of the Ostring Berlin.

5. Comment. This project will be executed by order of the Ministry of the Interior/VVP.

6. Comment. It is believed that the reconstruction of the second track of this line is involved. The Halle - Koethen section of this line has already been double-tracked.

7. Comment. Oebisfelde is the check point for interzonal traffic on the Berlin - Stendal - Hannover railroad line.

8. Comment. The introduction on 1 October 1954 of the dispatcher system after the Soviet pattern required the construction of extensive new signal installations.

9. Comment. The electrification program of the Middle-German railroad net envisaged the electrification of approximately 1,346 km of railroad lines, of which about 470 km had already been electrified before the dismantling of railroad installations in 1945. The electrification program also includes the reconstruction of the Muldenstein and Brandenburg railroad power stations.

10. Comment. The railroad-owned concrete plant near Waren in Mecklenburg is to be enlarged with a view of increasing the production of concrete ties.

11. Comment. The 1954 railroad investment program exceeded the planned 1955 investment program by 115 million eastmarks. The 1954 program included the following expenditure:

Main installations	540 million eastmarks
Auxiliary installations	9 " "
Reserve	25 " "

12. Comment. Information on the reconstruction of this railroad bridge over the Oder River was transmitted previously.

13.

14. Comment. Refers to the double-track Nordring Berlin which was completed in 1952. This section of the Berlin railroad circuit was to be electrified by means of a third rail, and the Nordring was then to be used for elevated train operations, elimination of the French Sector of the city).

15. Comment. By 1956, the Wu...ast of Berlin is to become the largest installation. It appears, improbably improbable, however, that this completion date will be kept.

16. Comment. This project was included in the 1954 railroad construction project. It is believed that Soviet type R 50 rails had to be used for the double tracking of this line. These rails can only be fastened to ties by means of spring rail spikes which are in short supply in the GDR.

SECRET

50X1-HUM

50X1-HUM

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